SOUTHERN PACIFIC COMPANY

SALT LAKE DIVISION SPECIAL INSTRUCTIONS

No. 11

EFFECTIVE SUNDAY, DECEMBER 18, 1960
AT 12:01 A. M.,
PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 10

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

W. M. JAEKLE,
General Manager.

E. D. MOODY,
J. A. McKINNON,
M. A. McINTYRE,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

D. W. TANNER,
Superintendent.

RULE A. Employes must have copy of Rules and Regulations of the Transportation Department effective July 1, 1960.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 10. COLOR SIGNALS

COLOR	INDICATION
(a) Red	Stop.
(b) Yellow	Proceed at reduced speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Blue	See Rules 26 and 297.

RULES 10-G, 10-H, and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of the siding in direction of approach. If clearance between siding and main track does not permit display of these signals to the right of the main track or to the right of siding in direction of approach, signals may be displayed to the left of the main track and to the left of the siding. Display of these signals to the left of the main track or to the left of the siding in direction of approach must be respected as though they were displayed in accordance with these rules. When so displayed reverse side of signal will be blocked out.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

Speed sign for westward trains reading 70-55 at MP 249.36 is located to left of track in direction of movement.

Speed sign for eastward trains reading 35 at MP 248.61 is located to left of track in direction of movement.

RULE 15. Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

RULE 19. Passenger trains may display one red electric light to the rear as markers whether train is on main track or siding or turned out and running against current of traffic. When such markers are displayed indications shown in Figures 1 to 8 will not apply.

RULE 21. Eastward SP trains operating via WPRR from Weso to Alazon may change and display train indicators at Winnemucca as authorized by WPRR, and will display such indicators from Winnemucca to Wells, where train indicators must be changed as directed by Chief Train Dispatcher.

Train indicators may be changed at Winnemucca or Wells without stopping.

RULE 26. When employes are working between, upon, in or under an engine or units, train, car or cars for purposes of inspection, repair or service of any of them a blue sign reading "Men at Work" (white lettering on blue background) must be displayed at each end of track or equipment to which coupling can be made. If engine is attached to train, car or cars, blue sign on engine end must be displayed on engineer's side of cab. On tracks regularly assigned for repairing of cars a blue sign must be displayed on a standee on the track or between rails of the track and switches leading thereto must be locked with a special lock.

At night a blue light must be attached to each blue sign prescribed herein.

When more than one class of employe is engaged in the work, a disk with the name of each employe or each class must be attached to the blue sign. A disk may be removed only by the employe attaching it or by an authorized employe. Signal or lights must not be removed by any person other than the employe who placed it, or by an authorized employe, and not until all disks, if any applied, have been removed.

An engine, train, car or cars protected by a blue sign must not be moved nor coupled to, or other equipment placed so as to obstruct the view of the signs or lights.

When repair work is to be done between, upon, in or under an engine or units, train, car or cars and blue signs are not available, engineer must be orally notified by the employe in immediate charge of the work and complete understanding had to prevent movement while work is being performed. The same employe is required to notify the engineer orally when the work has been completed.

To protect against fire hazard on diesel fueling tracks at Ogden, Carlin, and Sparks, a blue light will not be attached to reflectorized blue "Men at Work" signs when displayed at night.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 104-D. Running switches over dual-controlled switches will not be permitted.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route," Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must be obtained before lock-box door is opened.

After lock-box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is to be used only in case of electrical or mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immediately and movement made only after flag protection is provided.

MECHANICAL SWITCH LOCKS

Lock box door must not be opened unless block indicators indicate block clear in both directions.

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immediately and movement made only after flag protection is provided.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 849. When temperature drops below freezing point (32 degrees) train-heat valve on rear car must be opened frequently and train-heat line blown out to avoid condensation in train-heat line.

RULE 883. When an engine is left without an employe in charge, it must, when practicable, be placed on track affording protection against entry to main track; hand brakes must be fully applied, wheel secured with blocking chain, reverse lever removed from control stand and cab doors locked. If live engine, independent brake also must be placed in full application.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 14. When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement and unit selector switch on lead unit placed in No. 3 position.

Trains handled by DF-605, 607, 608, 609, 611 class engines must not use more than four units of dynamic brakes. Dynamic brake cable must be removed between fourth and fifth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

Trains handled by DF-1 to 12 or DF-603, 606 class engines must not use more than five units of dynamic brakes. Dynamic brake cable must be removed between fifth and sixth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

RULE 23. Gondola cars SP-345000 to 345599 are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty.

Before leaving a station or point where such cars have been added to the consist or where crews are changed, the outgoing engineer must actuate automatic changeover feature by reducing brake pipe pressure to below thirty pounds whether cars are loaded or empty.

RULE 33. When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH, except when gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2 per cent to 1.5 per cent and 20 MPH on descending grades in excess of 1.5 per cent.

Grades where such restrictions will apply are at following locations:

WESTWARD Location descending grades of 1.2% to 1.5%.	EASTWARD Location descending grades of 1.2% to 1.5%.
MP 616.1 (Moor) to MP 613.3	MP 645.3 (Cobre) to MP 648.0
MP 612.9 to MP 612.2	MP 649.1 to MP 660.4 (Montello)
MP 610.3 to MP 607.8 (Wells)	MP 671.4 (Tecoma) to MP 673.7

MISCELLANEOUS

5. Helper Service.

(a) Helper engines must not be placed behind wooden underframe equipment.

(b) Helper engines consisting of not more than two units may be placed behind caboose.

(c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

In passenger service DF-1 to 12 class engines of not more than four units may be coupled ahead of DF-1 to 12 class engines. When so coupled dynamic brakes must not be used.

When freight trains are doubleheaded dynamic brakes will be used only by the engineer of the lead unit.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

27. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks or chains, and power plants and steam generator, if any, on engine shut down.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks	79	#30
DF-1 to 12 with 62/15 gear ratio trucks	70	#30
DF-15 with 61/16 gear ratio trucks	70	#30
DF-100, 115, 119	65	##65
DF-114, 117 with 62/15 gear ratio trucks	65	##65
DF-114, 117 with 65/12 gear ratio trucks	55	##55
DF-116, 118, 120, 121, 122, 124, 125	70	##70
DF-101, 103 to 112, except:	35	##35
On less than 90-lb. rail	25	25
DF-123, 126	65	##65
DF-200 to 206	55	##55
DF-300 to 306	65	##65
DF-307	60	##60
DF-500, 501	70	##70
DF-502	65	##65
DF-603, 606 with 61/16 gear ratio trucks	70	##70
DF-603, 606 with 60/17 gear ratio trucks	79	##79
DF-605, 607, 610 to 616	65	##65
DF-608, 609 with 65/18 gear ratio trucks	75	##75
DF-608, 609 with 74/18 gear ratio trucks	65	##65
DP	79	#30
DS-1, 4, 5	45	45
DS-2, 3, 6 to 12	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	##60
DS-109	65	65
DS-200 to 205	35	35
RDC	79	#30
WPRR D-176 (801 to 805)*	79	#30
WPRR D-225 (901 to 912)	65	##55
WPRR D-239 (913 to 924)	65	##50
WPRR S-50 (501 to 503)	45	##45
WPRR S-50 (504 to 511)	65	##60
WPRR S-57 (551 to 564)	35	##35
WPRR S-57 (559 to 564 in multiple)	30	##30
WPRR S-60 (581 to 585)	65	##60
WPRR S-62 (601 to 606)	30	##30
WPRR RS-62 (701 to 713 and 725 to 732)	65	##60
WPRR D-62 (801-D)	65	##50
WPRR D-64 (2001 to 2010)	65	##60
Any steam or diesel engine not listed	35	25

*Units 801-A and 802-A maximum speed restricted to 65 MPH.

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

28. DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
Ogden	Dr. K. A. Stratford	Division Physician and Surgeon
Ogden	Dr. W. F. Loomis	District Physician and Surgeon
Ogden	Dr. D. C. Barker	District Physician and Surgeon
Ogden	Dr. Chelton S. Feeny	District Physician and Surgeon
Ogden	Dr. Harold DeMars	Aurist
Ogden	Dr. Ralph Pugmire	Oculist
Montello	Nurse in attendance	
Wells	Dr. W. E. Kuhn	Emergency Surgeon
Elko	Dr. H. S. Collett	District Physician and Surgeon
Elko	Dr. E. H. Bastian	District Physician and Surgeon
Elko	Dr. Thomas Hood	Asst. Dist. Physician and Surgeon
Elko	Dr. L. A. Moren	Asst. Dist. Physician and Surgeon
Elko	Dr. J. M. Reid	Asst. Dist. Physician and Surgeon
Elko	Dr. E. V. McVey	Asst. Dist. Physician and Surgeon
Battle Mountain	Dr. Chas. C. Hyde	District Physician and Surgeon
Winnemucca	Dr. Kurt L. Hartoch	District Physician and Surgeon
Lovelock	Dr. J. M. Presti	District Physician and Surgeon
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Reno	Dr. Elwood Reno	Division Surgeon
Reno	Dr. R. C. Sheretz	District Physician and Surgeon
Reno	Dr. L. E. Lombardi	Consultant
Reno	Dr. L. D. Nannini	Asst. Dist. Physician and Surgeon
Reno	Dr. Geo. R. Magee	Oculist
Reno	Dr. J. C. Elia	Aurist
Reno	Dr. J. R. Erwin	Asst. Dist. Physician and Surgeon
Carson City	Dr. James Thom	District Physician and Surgeon
Fallon	Dr. H. W. Sawyer	District Physician and Surgeon
Fallon	Dr. A. J. Dingacci	Associate Dist. Physician & Surgeon
Susanville	Dr. J. W. Crever	District Physician and Surgeon
Susanville	Dr. C. I. Burnett	Asst. Dist. Physician and Surgeon
Thorne	Dr. John R. Weisser	Emergency Surgeon
Yerrington	Dr. Stanley Tebbe	Emergency Surgeon
Westwood	Dr. Heyman Levin	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hospital............San Francisco
Division Hospital—Dee Hospital............Ogden
Emergency Hospital............Ogden
Emergency Hospital............Sparks

WATCH INSPECTORS

San Francisco, C. D. Fabrin, Manager of Time Service
San Francisco

Sparks............W. R. Adams & Son
Lovelock............Carl W. Stevens
Winnemucca............Bosch & Son
Elko............W. N. Blohm
Elko............C. E. Cox
Ogden............Zale-Anderson Jewelry Co.
Salt Lake City............H. B. Miller Co.
Susanville............Chas. H. Courvoisier

Maximum speed of trains handling dead diesel engines must not exceed the speed shown for same engine running forward, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train. If weight is less than 150,000 pounds dead diesel engines must be placed near rear of train.

Dead or disabled engines, which require movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads...........	..	25
Scale test cars...........	40	30
Cars with arch bar trucks...........	40	30
Steel pile-drivers, except:...........	40*	30*
SPMW 4088 (locomotive crane pile-driver).		
with boom detached and trailing...........	35*	25*
with boom attached and trailing...........	25*	15*
Relief outfits with steam derrick, except:........	40*	25*
Nos. 7007, 7009, 7012, 7019, 7033 and 7034....	35*	25*
Power shovel on own wheels...........	35*	25*
Ditchers on own wheels, except:...........	35*	25*
SPMW 4044...........	25*	25*
(Jordan Ditcher Spreader 4043 and Jordan Spreader 4039 are restricted to 25 MPH when moving backward; no speed restrictions on either unit moving forward.)		
Car-top ditchers, if blocking and tie-down cables are removed...........	35*	25*
K&J pedestal or center-hinged air-dump cars, loaded or empty (except SPMW 5100 to 5289)	35*	25*
Locomotive cranes:		
with boom disconnected, heavy end forward.	35*	25*
with boom disconnected, light end forward.	20*	15
with boom in place, either end forward.....	25*	15
Rotary snow plows:		
Electrified...........	35	15
Steam...........	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains containing cars CG 50 to 63, MKT 45051 to 45070; NCStL 18097 to 18120 and 18263; 18349, 18481, 18498; RFP 280 to 288........	60	60
Trains of deadhead equipment, with caboose..	60	..
Passenger trains, with caboose...........	60	..
Engine and caboose only, except:........... must not exceed speed for same engine running forward light.	..	60
Engine, flanger and caboose only, except:....	..	40
On curves...........	..	30
Logs loaded on flat or logging cars, except:...	..	35
On curves...........	..	25
Through truss bridges, tunnels and passing stations...........	..	15

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers, if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in military or naval mixed trains.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger train unless trainmen can pass through them.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

RULE 10-G. Unattended red flags or red lights will be displayed one-half mile instead of three-fourths mile from point of restriction on Mina, Westwood, and Fallon Branches.

RULE 10-H. Rule 10-H will not apply on the Mina, Westwood, and Fallon Branches.

On the Westwood, Mina, and Fallon Branches, a green metal signal by day, and in addition a green light by night will not be displayed to the right of each track at the limit of restriction. Instead limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engine reaches the yellow signal so displayed, or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order or timetable bulletin.

RULE 10-J. Speed signs to right of track with one track intervening:

Westward	Reading
*MP 265.56	60-55
MP 343.91	79-60
MP 417.44	79-60

*Also duplicated to left of track.

Speed signs for westward trains to right of track with two tracks intervening at MP 274.87 reading 55-50 is also duplicated to left of track.

RULE 14. Tule: WPRR westward trains must sound whistle signal o —, when passing sign reading "WP whistle" located at MP 425.10.

RULE 20. Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

RULE 21-C. Westward freight trains via Thisbe, except from Wendel line, changing engines at Fernley, need not change indicators displayed on engine obtained at Fernley but must register at Sparks the identification displayed arriving Fernley.

RULE 82-A. Extra trains originating at Wendel and operating between Wendel and Susanville will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Wendel and are authorized to operate as an extra train between Wendel and Susanville without obtaining a clearance at Wendel.

Extra trains originating at Hazen and operating between Hazen and Fallon will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Hazen and are authorized to operate as extra trains between Hazen and Fallon without obtaining a clearance at Hazen or Fallon.

Unless otherwise provided, eastward trains must not leave Winnemucca without obtaining WPRR clearance and train orders, if any, which will apply on WPRR from Weso to Carlin.

RULE 83. Extra trains originating at Wendel en route Susanville, in addition to the information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Wendel must also be entered in column captioned "Signals."

An extra train en route Susanville from Wendel must not leave Wendel until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Wendel accordingly.

Extra trains originating at Hazen en route Fallon, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Hazen must also be entered in column captioned "Signals."

An extra train en route Fallon from Hazen must not leave Hazen until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Hazen accordingly.

RULE 83-A. At the following stations only trains indicated will register:

Winnemucca........Eastward first-class trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Carlin..............	Westward WPRR first-class trains.
Imlay...............	First-class trains, and extra trains not required to stop.
Winnemucca.........	Eastward first-class trains.

Train-order operator Winnemucca will telephone such registrations to WPRR train-order operator at WPRR Winnemucca who will enter on WPRR train register and repeat registration for verification.

When an eastward regular train or section is checked on train register at Imlay, or visual identification is made between Imlay and Weso, such identification or train register check may by applied at Weso.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
241.63	Sparks	247.60
382.60	Imlay	385.71
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
	Fernley (Wendel Line)	276.77
356.00	Wendel	359.87
	" (Westwood Branch)	359.65
327.10	Wabuska	328.89
383.12	Thorne	385.63
415.36	Mina	418.00
533.40	Carlin	536.46

Carlin: Trains and engines moving east on SP main track Carlin must stop before fouling west detour.

Signal 5340 on west detour is under control of train-order operator, and when displaying proceed indication it will authorize eastward SP trains to move from east switch of detour to crossover at east end of freight house, superseding the superiority of trains between these points. Protection for such movement against westward trains and engines must be provided by yardmaster before authorizing operator to clear the signal. If this signal does not display proceed indication, nearest member of crew must contact yardmaster by telephone, which is located in yardmen's shanty near the signal.

Sparks: When trains are to be crossed over westward main track, yardmen must not give proceed signal to engineer until trains moving on westward main track have stopped or crossover switches are lined for movement.

Movement from engine leads must not foul eastward main track except on proceed signal from yardman.

Yardmen at Sparks must use green flag by day and green light by night in giving proceed signals to trains for movement on yard tracks and when making moves of any kind with road engines.

Imlay: Trains, except first class, standing on westward main track with any portion of train between Signals 3845 and 3835 are not required to afford flag protection in either direction.

When Signal 3845 displays stop indication, westward trains after stopping may proceed only by being preceded by a flagman or upon receiving a proceed signal from member of crew of the preceding train.

Eastward trains, except first-class, standing on eastward main track with rear of train east of Signal 3824 and west of Signal 3834 are not required to afford flag protection to the rear against first-class trains.

When Signal 3824 displays stop indication, eastward first-class trains may proceed only by being preceded by a flagman or upon receipt of a proceed signal from a member of the crew of the preceding train.

RULE D-97-A will apply:
Between Sparks and beginning of CTC Vista.
Between Imlay and beginning of CTC Perth.
From Carlin to Weso and between Rose Creek and Imlay.

RULE 99-A. Flag protection to the rear of Trains 21, 22, 27 and 28 is not required when these trains are standing at designated servicing facility, Sparks, until outbound crew assumes duty.

RULE 99-C. Will apply on Mina, Westwood and Fallon Branches.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Station	Location	MP
Reno	Sierra St.	242.80
Reno	Virginia St.	243.00
Reno	Center St.	243.10
Reno	Lake St.	243.20

At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

Station	Location	Direction	MP
Reno	Sierra St.	Westward	242.80
Reno	Virginia St.	Westward	243.00
Reno	Center St.	Westward	243.10

Locations at which train must stop to avoid unnecessary operation of crossing gates while receiving or discharging traffic:

Station	Location	Direction
Reno	60 ft east of Center St.	Westward
Reno	230 ft. east of Virginia St.	Westward
Reno	60 ft. east of Virginia St.	Westward

Lovelock: Eastward passenger trains making station stop will stop with rear of train clear of 8th Street crossing.

Winnemucca: Passenger trains making station stop must stop with train clear of Bridge St. crossing.

Westward freight trains stopping to perform switching must leave train east of Bridge St. crossing or in siding, so as not to block crossing while engine is being attached or detached.

Battle Mountain: Freight trains stopping to perform switching must leave train east of main road crossing to avoid blocking crossing when engine is coupled to train.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

Fernley (Wendel Line)	For controlled siding.
Hazen (Mina Branch)	For controlled siding.
Hazen (Fallon Branch)	For Mina Branch.
Wendel	For Alturas Subdivision of the Shasta Division.
Mason	For WPRR.

Fernley: West switches tracks Nos. 1 and 2 must be left lined for movement from wye and switches at west end lined for track No. 1 when track No. 1 is clear otherwise lined for track that is clear or is being cleared by train picking up.

RULE 107. Station train indicator provided in approach to following station:

Westward

Reno (On signal bridge with Signal 2437)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.
CLEAR—Indicator in service.

When neither TRAIN nor CLEAR is illuminated, indicator is out of service and report must be made to chief train dispatcher as soon as practicable.

RULE 204. WPRR trains of the Ogden or Sparks Subdivisions, with the same conductor and engineer operating through Carlin, may be issued train orders on one subdivision that affect their movement on the other or both subdivisions.

RULE 206. Second paragraph will not apply to WPRR engines between Carlin and Weso.

RULE 221. Fernley is a train-order office only for trains originating.

RULE D-251 will apply as follows:
On both tracks between Sparks and beginning of CTC Vista.
On both tracks from end of CTC Perth to Rose Creek.

RULE 286. When distant signals governing movement on sidings between Vista and Perth display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by a preceding train.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA"; interlocking signals are listed as "I" or "P-SA".

Eastward Signal	Protection	Westward Signal
	Spring switch, end double track Vista	P-SA
P-2508 P-A	Rock slide fence, MP 252.47	P-A P-A P-A
P-A P-A	Rock slide fence, MP 254.52	P-2553
P-2554 P-A	Rock slide fence, MP 256.59	P-A P-A P-A
P-A	Collision detector, roadway underpass, MP 275.36	P-A P-A
	Spring switch end double track, Rose Creek	P-SA
P-I	Spring switch west end siding, Winnemucca	
	Spring switch east end siding, Winnemucca	P-I
	Rock slide fence, MP 517.50-MP 518.10	P-5181
	Rock slide fence, MP 524.38	P-5255
	Rock slide fence, MP 527.00-MP 527.57	P-5277
	Rock slide fence, MP 530.54-MP 530.57	P-5315
	Rock slide fence, MP 530.65-MP 530.73	P-5315
	Spring switch east end west detour, Carlin	P-5341

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sparks: Eastward freight trains must stop before passing Signal 2452 unless proceed signal received from yardman or orally authorized. If proceed signal received from yardman or orally authorized and signal displays stop indication, movement may be made as prescribed by Rules 507(b), 509(d) or 513.

Signal 2468 governs movement of eastward trains from yard tracks. This signal is normally dark until switches are lined for crossover movement. If proceed signal received from yardman or orally authorized and signal displays stop indication, train may proceed in accordance with Rule 513.

Westward freight trains, except Advance FMS, FMS or WCM, must stop before passing Signal 2467 unless proceed signal received from yardman or orally authorized. If proceed signal received from yardman or orally authorized, and signal displays stop indication, movement may be made as prescribed by Rules 507(b), 509(d) or 513.

Carlin: Dwarf Signal P-5341 east of switch to west detour governs westward movement over this switch. If signal displays stop indication, switch must be inspected to see that points properly lined and closed, before passing over it.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Vista	End double track	Westward track
Rose Creek	End double track	Westward track
Winnemucca	East end siding	Main track
Winnemucca	West end siding	Main track
Weso	West switch, west crossover between SP and WPRR main tracks	WPRR main track
Carlin	East end west detour	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Lovelock	West end westward siding	Westward track
*Lovelock	East end eastward siding	Eastward track
*Rye Patch	East end middle siding	Eastward track
*Imlay	West end yard track	Westward track
Weso	East switch, east crossover between WPRR and SP main tracks	WPRR main track
*Carlin	West end west lead	Main track

*Equipped with switch point indicator.

Sparks: Spring switches equipped with switch point indicators are located as follows:

1—West end of tracks 20 and 19.
2—East end of Tracks 21 and 22.
3—West end Sacramento Diesel track.

RULE 605. INTERLOCKING

Flanigan: Route selection of trains over WPRR crossing are under control of WPRR train dispatcher.

When trains are stopped by signals governing use of interlocking and no WPRR train can be seen approaching or moving through the interlocking, member of crew must consult with WPRR train dispatcher by telephone located at the crossing.

When instructed by WPRR train dispatcher to use emergency release, operate push button in iron box at crossing.

After push button is operated, red indicator light when displayed indicates time release is in operation. After time interval has elapsed yellow indicator light should be displayed, indicating signals on intersecting line display stop indication, and train may then proceed in accordance with Rule 663(c).

If yellow light is not displayed, train may proceed only after providing necessary protection on intersecting track as required by Rule 663(c).

Instructions for operating push button release posted inside of box at crossing.

Winnemucca: Limits extend between eastward signals located at end of double track Rose Creek, MP 406.50 and Weso, MP 420.75.

When automatic block signals within these limits display stop indication, train after stopping may proceed at restricted speed.

Trains required to enter siding must not pass interlocking signal in advance of spring switch until switch has been lined for siding. Telephones located at interlocking signals.

Weso: Limits extend between eastward signal on SP track, MP 420.75 and eastward signal on WPRR track, MP 535.80 to westward signals on SP track, MP 421.00 and westward signal on WPRR track, MP 536.00 and is under the control of WPRR train dispatcher at Elko.

East switch of west crossover and west switch of east crossover are dual control switches. When necessary to hand throw these switches permission must be obtained from WPRR train dispatcher, except when movement is made under the provisions of Rule 663(c), and be governed by Rules 771 and 772. Telephones located at interlocking signals.

West switch of west crossover equipped with an electric switch lock. Permission must be obtained from WPRR train dispatcher before movement is made through crossovers from WPRR main track to SP main track and be governed by Rule 663(b).

When interlocking signals display stop indication and cannot be cleared by WPRR train dispatcher, movement, except westward movement to WPRR track, may be made under the provisions of Rule 663(b), except if unable to contact WPRR train dispatcher and it can be seen there is no train closely approaching the route to be used, movement may be made as prescribed by Rule 663(c). When movement is made under the provisions of Rule 663(b) or Rule 663(c), a member of crew must examine switches to see that points are in proper position for movement, and on dual control switches that selector lever is placed in "hand" position until movement over switch has been completed. After movement has been completed dual control switches must be restored to "motor" position and locked.

When interlocking signals display stop indication, westward movement to WPRR track may only be made as prescribed by WPRR Rule 509(a).

Westward inferior WPRR trains must arrive Weso sufficiently in advance of superior WPRR trains to avoid delaying them between Weso and Winnemucca.

Letter "A" has been added to westward home signal at Weso. Letter "A" applies to WPRR only.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
W	7-ft. mast MP 241.69	Reno	Eastward passenger trains must stop west of Keystone Street, MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started moving.
S	3428	West end eastward siding Lovelock	Enter eastward siding and remain until letter "M" displayed.
M	3429	West end westward siding Lovelock	**Enter main track and proceed as prescribed by Rule D-251.
M	3442	East end eastward siding Lovelock	**Enter main track and proceed as prescribed by Rule D-251.
S	3449	East end westward siding Lovelock	Enter westward siding and remain until letter "M" displayed.
S	3642	Rye Patch	*Enter siding and remain until letter "M" is displayed.
M	3-ft. mast	West end siding Rye Patch	**Enter main track and proceed as prescribed by Rule D-251.
M	3660	Rye Patch	**Enter main track and proceed as prescribed by Rule D-251.
S	3663	Rye Patch	*Enter siding and remain until letter "M" is displayed.
M	3824	Imlay	Proceed to train-order office.
S	3824	Imlay	Call train-order office for instructions.

(When illuminated Letter S is displayed on Signal 3824, Imlay, Signal 3804 will display Yellow aspect.)

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3861	Imlay	Proceed to train-order office.
S	3861	Imlay	Call train-order office for instructions.

(When illuminated Letter S is displayed on Signal 3861, Imlay, Signal 3881 will display Yellow aspect.)

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
S	3958	Cosgrave	*Enter siding and remain until letter "M" is displayed.
M	3-ft. mast	West end siding Cosgrave	**Enter main track and proceed as prescribed by Rule D-251.
M	3-ft. mast	East end siding Cosgrave	**Enter main track and proceed as prescribed by Rule D-251.
S	3977	Cosgrave	*Enter siding and remain until letter "M" is displayed.
S	P-I	Winnemucca eastward	Enter siding.
S	P-I	Winnemucca westward	Enter siding.
T	4399	Preble	Call train dispatcher from first telephone.

*When necessary to use siding and Letter "S" is not displayed permission must first be obtained from train dispatcher.

**Display of Letter "M" for trains does not relieve conductors and engineers of compliance with Rule 513.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 249.27 Vista to MP 340.26 Perth.

Bottom unit of eastward three-unit signal at west end Fernley governs movement to wye.

West switch wye to (Wendel line) Fernley dual controlled, but wye is not a controlled track. Trains and engines must not enter this leg of wye from Wendel line until train dispatcher's permission obtained.

Darwin: When eastward absolute signal east end Darwin, displays flashing yellow, trains may proceed prepared to pass next signal at not exceeding medium speed. After passing signal displaying flashing yellow, and next signal displays green aspect, trains may proceed at maximum speed.

GENERAL REGULATIONS

RULE 812. Be governed by current timetables, bulletins and rules of WPRR, on WPRR track between Weso and Carlin, and between Mason and Westwood.

RULE 824. Loaded cars must not be switched at Thorne unless air brakes are cut in and in service on all cars.

RULE 825. Fernley: Not less than five hand brakes must be set on east end of cars left standing on tracks Nos. 1, 2 and 3; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

RULE 827. Between Susanville and Westwood, a member of crew must watch track from rear of train for evidence of derailment so that in event of derailment, train may be stopped promptly.

Westward trains without dynamic brakes in operation, or consisting of over 900 tons using retaining valves between Westwood Jct. and Susanville will stop at MP 390.00 for inspection.

RULE 872. When engines are operated through, enginemen taking charge of engines at Sparks, Imlay and Carlin will consider engines as having been amply supplied with fuel, water and sand.

AIR BRAKE RULES

RULE 17. From Westwood Jct. to Susanville retaining valves will not be used on freight and mixed trains with dynamic brake operative with less than 900 tons. Trains consisting of over 900 tons or without dynamic brakes in operation will turn up one retaining valve for each 25 tons in excess of 900 tons, but not less than a block of ten retaining valves on head end of train.

Retaining valves need not be turned up on freight and mixed trains Reservation to Schurz except if tonnage is in excess of 6500 tons with dynamic brakes on four power plants operative, or if tonnage is in excess of 5000 tons with dynamic brakes on three power plants operative, or if tonnage is in excess of 3000 tons with dynamic brakes on two power plants operative, or if less than two power plants in operation, one retaining valve will be turned up for each 100 tons in train.

If at any time in engineer's judgment, retaining valves are required on any train, stop will be made and retaining valves turned up in accordance with his directions.

RULE 24-B. When engine crew, train crew, or both, are changed on freight trains at Sparks and Imlay, but train consist, including engine and caboose, remain intact, incoming engineer after coming to stop will make full service brake application leaving brakes applied.

Car inspector at Sparks, and outgoing trainmen at Imlay, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release and that brake pipe pressure in caboose is being properly restored.

FREIGHT TRAINS

RULE 25. Will apply to eastward trains at Reservation when retaining valves are being used and to westward trains at Westwood Jct.

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Westwood Jct. in both directions.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Luning—Over coal pit on industry track.
All except DS class	Reno—All industry tracks north of eastward main track between Park St. and WPRR interchange.

Load limit (car and contents):

Sparks-Carlin	251,000 pounds
Fernley-Wendel	251,000 pounds
Wendel-Westwood	230,000 pounds
Hazen-Fallon	190,000 pounds
Hazen-Mina	230,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF STOCK YARDS

Station	Capacity in cars
Sparks	394 (Water)
Hazen	5
Wendel	6 (Water)
Westwood	29 (Water)
Fallon	149 (Water)
Wabuska	28 (Water)
Lovelock	109 (Water)
Imlay	10 (Water)
Winnemucca	49 (Water)
Golconda	46 (Water)
Iron Point	68
Mote	91
Battle Mountain	16 (Water)
Argenta	52
Beowawe	21 (Water)
Palisade	13 (Water)
Carlin	55 (Water)

SP and WPRR eastward trains will use WPRR track from Weso to Carlin being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Carlin to Weso being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Carlin to Weso is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
249.84	Vista	Truckee River bridge No. 5	Overhead & side
250.99	Vista	Truckee River bridge No. 6	Overhead & side
258.07	Patrick	Truckee River bridge No. 7	Overhead & side
262.51	Clark	Truckee River bridge No. 8	Overhead & side
264.48	Thisbe	Truckee River bridge No. 9	Overhead & side
264.70	Thisbe	Truckee River bridge No. 10	Overhead & side
268.24	Thisbe	Truckee River bridge No. 11	Overhead & side
268.69	Thisbe	Truckee River bridge No. 12	Overhead & side
269.44		Truckee River bridge No. 13	Overhead & side
299.87	Wadsworth	Truckee River bridge No. 1	Side
382.78	Susanville	Susan River bridge No. 3	Side
386.70		Tunnel No. 1	Overhead & side
386.87		Susan River bridge No. 9	Side
387.00		Tunnel No. 2	Overhead & side
394.49	Goumaz	Susan River bridge No. 12	Side
295.05	Bango	Government canal bridge	Side
302.08	Fallon	Carson River bridge	Side
302.50	Fallon	Government canal bridge	Side
436.16	Golconda	Humboldt River bridge No. 2	Overhead & side
441.53	Preble	Humboldt River bridge No. 3	Overhead & side
518.91	Barth	Humboldt River bridge No. 6	Side
519.18	Barth	Humboldt River bridge No. 7	Overhead & side
519.68	Barth	Humboldt River bridge No. 8	Overhead & side
520.16	Barth	Humboldt River bridge No. 9	Overhead & side
520.55	Barth	Humboldt River bridge No. 10	Overhead & side
520.92		Humboldt River bridge No. 11	Overhead & side
522.07		Humboldt River bridge No. 12	Overhead & side
522.35		Humboldt River bridge No. 13	Overhead & side
523.25		WPRR crossing	Overhead
523.34		Humboldt River bridge No. 14	Overhead & side
525.15	Palisade	Humboldt River bridge No. 15	Side
525.20	Palisade	Tunnel No. 1	Overhead & side
525.42	Palisade	Humboldt River Bridge No. 16	Side

2nd Susan River Bridge at MP 382.17 is out of service.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY (MP to MP)	PASSENGER TRAINS (Column 1)	FREIGHT AND MIXED (Column 2)	LIGHT ENGINES (Column 3)
EASTWARD, SPARKS TO WESO:			
246.20 to 247.14	20	20	20
247.14 to 249.36	70	55	70
249.36 to 249.40 (spring switch)	35	35	35
249.40 to 252.06	70	55	70
252.06 to 253.80	60	55	60
253.80 to 256.72	70	55	70
256.72 to 261.87	79	55	70
261.87 to 264.81	60	55	60
264.81 to 270.85	70	55	70
270.85 to 273.76	60	55	60
273.76 to 274.12	55	50	55
274.12 to 340.16	79	60	70
340.16 to 340.23 (through turnout)	50	50	50
340.23 to 343.91	79	60	70
343.91 to 344.80	40	40	40
344.80 to 382.99	79	60	70
382.99 to 385.58	60	50	60
385.58 to 388.13	79	60	70
388.13 to 388.35	70	60	70
388.35 to 406.52	79	60	70
406.52 to 406.54 (spring switch)	35	35	35
406.54 to 417.44	79	60	70
★417.44 to 417.46 (Winnemucca)	30	30	30
417.46 to 420.87	79	60	70
420.87 to WP 535.97 (through crossover to WPRR)	25	25	25

TERRITORY (MP to MP)	PASSENGER TRAINS (Column 1)	FREIGHT AND MIXED (Column 2)	LIGHT ENGINES (Column 3)
WESTWARD, CARLIN TO SPARKS:			
534.81 to 534.79 (10th Street)	25	25	25
533.90 to 530.51	60	50	60
530.51 to 528.00	79	50	70
528.00 to 525.86	45	40	45
525.86 to 517.90	55	50	55
517.90 to 500.71	79	60	70
500.71 to 500.33	55	50	55
500.33 to 475.90	79	60	70
475.90 to 475.80	60	60	60
475.80 to 443.84	79	60	70
443.84 to 442.60	75	55	70
442.60 to 434.28	79	55	70
434.28 to 433.89	70	55	70
433.89 to 428.62	79	60	70
428.62 to 424.74	60	55	60
424.74 to 422.29	79	60	70
422.29 to 421.86	70	60	70
421.86 to 417.46	79	60	70
★417.46 to 417.44 (Winnemucca)	30	30	30
417.44 to 385.58	79	60	70
385.58 to 382.99	60	50	60
382.99 to 344.80	79	60	70
344.80 to 343.91	40	40	40
343.91 to 340.23	79	60	70
340.23 to 340.16 (through turnout)	50	50	50
340.16 to 274.12	79	60	70
274.12 to 273.76	55	50	55
273.76 to 270.85	60	55	60
270.85 to 264.81	70	55	70
264.81 to 262.34	60	55	60
262.34 to 256.72	79	55	70
256.72 to 253.80	70	55	70
253.80 to 252.06	60	55	60
252.06 to 249.40	70	55	70
249.40 to 249.36 (spring switch)	50	50	50
249.36 to 247.14	70	55	70
247.14 to 246.20	20	20	20

★**Regulated by City ordinance.**

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On controlled sidings, except:	20
On sidings at Darwin, Upsal, Parran, Ocala, Toy, Granite Point, and Thisbe	25

Identified trains, when consist contains no restricted cars, are authorized at speeds shown in Column 1 of SPECIAL INSTRUCTIONS, except that maximum speed must not exceed 60 MPH provided consist does not exceed 70 cars or 3000 tons, and tonnage does not exceed 60 tons per operative brake. When operating at such speeds, standard brake pipe pressure of 90 pounds must be maintained.

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY (MP to MP)	PASSENGER TRAINS (Column 1)	FREIGHT AND MIXED (Column 2)	LIGHT ENGINES (Column 3)
EASTWARD, FERNLEY TO WENDEL:			
275.86 to 275.92 (junction switch)	15	15	15
275.92 to 276.83	30	30	30
276.83 to 280.99	35	35	35
280.99 to 286.43	40	40	40
286.43 to 288.23	30	30	30
288.23 to 296.53	40	40	40
296.53 to 301.33	35	35	35
301.33 to 305.72	40	40	40
305.72 to 306.26	30	30	30
306.26 to 308.62	40	40	40
308.62 to 317.38	35	35	35
317.38 to 320.28	40	40	40
320.28 to 321.41	30	30	30
321.41 to 332.19	40	40	40
332.19 to 335.80	49	49	49
335.80 to 336.39	40	40	40
336.39 to 336.41 (crossing)	30	30	30
336.41 to 357.27	49	49	49
357.27 to 358.70	15	15	15
EASTWARD, WENDEL TO WESTWOOD:			
358.70 to 359.03	15	15	15
359.03 to 379.23	25	25	25
379.23 to 385.75	20	20	20
385.75 to 387.25	25	25	25
387.25 to 393.50	20	20	20
393.50 to 394.75	25	25	25
394.75 to 397.40	20	20	20
397.40 to 401.00	25	25	25
401.00 to 405.00	20	20	20
405.00 to 407.20	25	25	25
407.20 to 411.30	35	30	30
①EASTWARD, HAZEN TO MINA:			
288.35 to 298.46	25	25	25
298.46 to 299.90	35	35	35
299.90 to 310.35	25	25	25
310.35 to 312.70	35	35	35
312.70 to 316.40	25	25	25
316.40 to 349.67	20	20	20
349.67 to 349.76	15	15	15
349.76 to 357.50	20	20	20
357.50 to 361.50	35	35	35
361.50 to 369.83	20	20	20
369.83 to 371.08	25	25	25
371.08 to 383.00	20	20	20
383.00 to 417.00	25	25	25
①EASTWARD, HAZEN TO FALLON:			
288.35 to 303.90	25	25	25

TERRITORY (MP to MP)	PASSENGER TRAINS (Column 1)	FREIGHT AND MIXED (Column 2)	LIGHT ENGINES (Column 3)
WESTWARD, WENDEL TO FERNLEY:			
358.70 to 357.27	15	15	15
357.27 to 336.41	49	49	49
336.41 to 336.39 (crossing)	30	30	30
336.39 to 335.80	40	40	40
335.80 to 332.19	49	49	49
332.19 to 321.41	40	40	40
321.41 to 320.28	30	30	30
320.28 to 317.38	40	40	40
317.38 to 308.62	35	35	35
308.62 to 306.26	40	40	40
306.26 to 305.72	30	30	30
305.72 to 301.33	40	40	40
301.33 to 296.53	35	35	35
296.53 to 288.23	40	40	40
288.23 to 286.43	30	30	30
286.43 to 280.99	40	40	40
280.99 to 276.83	35	35	35
276.83 to 275.92 (junction switch)	30	30	30
275.92 to 275.86 (jct. switch & crossover)	15	15	15
WESTWARD, WESTWOOD TO WENDEL:			
411.30 to 407.20	35	30	35
407.20 to 405.00	25	25	25
405.00 to 401.00	20	20	20
401.00 to 397.40	25	25	25
396.40 to 394.75	20	20	20
394.75 to 393.50	25	25	25
393.50 to 387.25	20	20	20
387.25 to 385.75	25	25	25
385.75 to 379.23	20	20	20
379.23 to 359.03	25	25	25
359.03 to 358.70	15	15	15
①WESTWARD, MINA TO HAZEN:			
417.00 to 383.00	25	25	25
383.00 to 371.08	20	20	20
371.08 to 369.83	25	25	25
369.83 to 361.50	20	20	20
361.50 to 357.50	35	35	35
357.50 to 349.76	20	20	20
349.76 to 349.67	15	15	15
349.67 to 316.40	20	20	20
316.40 to 312.70	25	25	25
312.70 to 310.35	35	35	35
310.35 to 299.90	25	25	25
299.90 to 298.46	35	35	35
298.46 to 288.35	25	25	25
①WESTWARD, FALLON TO HAZEN:			
303.90 to 288.35	25	25	25

①DF-1 to 11 class engines must not exceed 25 MPH and DF-12 class engines must not exceed 20 MPH between Hazen and Mina, and Hazen and Fallon.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, turnouts and Susanville on Paul Bunyan Lbr. Co. tracks to mill	10

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock	Lovelock to Rye Patch / Imlay to Sparks	Rye Patch to Carlin	Carlin to Imlay
DP-4, 7, 12	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917, 6046 to 6054	4700	3250	3425	4700
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	....	....	....	....
	6019 to 6033, 5918 to 5924				
	6034 to 6045	4775	3300	3425	4775
DF-1 to 12	6138 to 6461, 8022 to 8303, except	5150	3625	3775	5150
	with 61:16 gear ratio				
	with 60:17 gear ratio	....	....	....	....
DF-100	5200 to 5202	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	5000	5000	5000
DF-109, 111	4903 to 4905, 5250 to 5252				
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	10000	6300	6600	10000
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	10000	7050	7350	10000
DF-200 to 206	5100 to 5120	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703				
DF-305, 306	4624 to 4633				
DF-307	4634 to 4645	....	....	....	....
DF-500, 501	4800 to 4815				
DF-502	4816 to 4818	8200	5600	6000	8200
DF-603, 605, 606, 607, 611	5600 to 5719	6650	4675	4850	6650
DF-608 to 610	5720 to 5729				
DS-1 to 8	1000 to 1032	2250	1375	1625	4000
DS-9 to 12	1033 to 1090		....		
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	3400	2075	2475	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4000	3100	3225	4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596				
DS-200, 201	1900 to 1903				
SD-24	5800 Series (EMD 2400-HP)	7525	5225	5525	7525

NOMINAL CLASS	ENGINE NUMBERS	Hazen and Wabuska	Wabuska and Mina	Hazen and Fallon	Fernley and Wendel	Wendel and Susanville	Susanville to Mason	Mason to Susanville
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2250	1500	2750	3150	3575	750	1300
	with 61:16 gear ratio	....	....	....	....	....	....	....
	with 60:17 gear ratio					....	....	....
DF-100	5200 to 5202	....	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3075	1875	4600	4375	....	....	....
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	3800	2000	4650	5400	....	....	....
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	4350	2350	....	....	....	....	....
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....
DF-603, 605, 606, 607	5600 to 5719	2900	1575	3525	4050	4600	975	1700
DF-608 to 610	5720 to 5729							
DS-1 to 8	1000 to 1032	950	495	1175	1350	1550	285	535
DS-9 to 12	1033 to 1090	....	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1450	775	1775	2050	2325	455	825
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1875	975	3125	2625	3050	590	1050
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10-J. Speed signs to right of track with one track intervening:

Westward	Reading
MP 607.10	79-60

Speed sign for westward trains at MP 641.59 reading 79-60 located to left of track.

MP 752.92	30-20

Speed sign for eastward trains at MP 738.95 reading 30-20 is duplicated on left side.

Speed sign for westward trains at MP 753.25 reading Trestle 30-20 is located on left side of track.

Speed sign for westward trains at MP 753.25 reading Fill 60 is duplicated to left of track.

Speed sign for eastward trains at MP 738.95 reading Fill 60 is duplicated to left of track.

Speed sign for westward trains at MP 739.70 reading 79-60 is duplicated to left of track.

RULE 14. Carlin: Westward—Approaching east end yard:

SP freight trains, o — o,
WPRR trains, — o.

RULE 20. Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

RULE 21-C. Light engines returning to Wells from Moor; and returning to Montello from Valley Pass, may discontinue display of train indicators.

RULE 82-A. Eastward SP regular trains authorized on WPRR are also authorized to assume corresponding schedule or section of schedule at Alazon without obtaining SP clearance.

Eastward trains may be authorized to assume timetable schedule at Wells, by clearance OKed by Chief Train Dispatcher, without train order authority.

WPRR regular trains authorized on WPRR are also authorized to assume corresponding schedule or section of schedule at Alazon without obtaining SP clearance.

WPRR trains originating at WPRR Elko must obtain SP clearance "OK'd" by SP chief train dispatcher.

RULE 83. Conductor of westward freight trains at Ogden will notify train dispatcher through operator at 21st St. when their train is ready to leave, but will not depart until permission received from train dispatcher, and from yardmaster or his representative.

Work extras on SP track must not leave Elko until it has been ascertained that regular trains have arrived or left.

RULE 83-A. At the following stations only the trains indicated will register:

Wells.............Trains originating or terminating,
Elko..............Westward first-class trains.

Helper engineers will register at roundhouse instead of train-order office at Wells.

RULE 83-B. At open train-order offices train may register by ticket as follows:

Carlin.............Westward WPRR first-class trains,
Elko...............Westward first-class trains.

Operator at Elko will telephone registrations to WPRR operator at Elko, who will enter on train register.

RULE 85. A section of a schedule must not pass nor run ahead of another section of the same schedule between Alazon and Carlin without first changing indicators and signals, if any, with the section to be passed.

RULE 86. Engines using main track within yard limits Elko must clear the time of first-class trains.

RULE 93. Yard limits within which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
533.40	Carlin	536.46
554.02	Elko	557.92
606.20	Wells	608.56
615.81	Moor	
660.23	Montello	663.77
780.21	Ogden	

Carlin: Westward SP freight trains, except Adv. FMS, FMS, and WCM, must not pass Signal 5359 unless proceed signal received from yardman or orally authorized. If proceed signal received from yardman or orally authorized and Signal 5359 displays stop indication, movement may be made as prescribed by Rule 507(b) or Rule 509(d).

Montello: Westward extra trains standing on the westward main track between Signals 6639 and 6621 within yard limits are not required to afford flag protection to the rear against first-class trains.

When Signal 6639 displays stop indication, westward first-class trains may proceed only by being preceded by a flagman or upon receipt of a proceed signal from a member of the crew of the preceding train.

Eastward trains, except first-class standing on eastward main track with rear of train east of Signal 6602 and west of Signal 6628 are not required to afford flag protection to the rear against first-class trains.

When Signal 6602 displays stop indication, eastward first-class trains may proceed only by being preceded by a flagman or upon receipt of a proceed signal from a member of the crew of the preceding train.

RULE D-97-A applies:

Between Alazon and Moor.

Between Valley Pass and Lucin and between Bridge and Ogden.

From Alazon to Carlin, except for engines using main track within Elko yard limits.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Moor and Wells, or between Valley Pass and Montello, forward brakeman will immediately go toward rear, close angle cock at opening if train is parted, set hand brakes, and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or lead truck of detached portion descending grade must be blocked or chained in such manner as to derail car should they start.

RULE 103-A. Wells: Eastward trains occupying tracks Nos. 1 or 2 to permit eastward passenger train to pass will cut crossing from a point at least 5 car lengths west of main crossing just west of station to allow passengers to pass between station and passenger train.

Elko: Trains stopping to perform switching must leave train to clear all street crossings.

RULE 204. Westward WPRR trains of the Ogden or Sparks Subdivisions, with the same conductor and engineer operating through Carlin, may be issued train orders on one subdivision that affect their movement on the other or both subdivisions.

When train orders are issued at Carlin which affect movement of SP trains east of Alazon, train-order operator must deliver such train orders with a clearance OK'd by SP chief train dispatcher.

RULE 206. Second paragraph will not apply to WPRR engines between Alazon and Carlin.

RULE 220. Third paragraph will apply to westward WPRR first-class trains at SP Elko.

RULE 221. Elko is a train-order office only for trains originating.

RULE D-251 will apply as follows:

On both tracks between Alazon and Moor, between Valley Pass and Lucin and between Bridge and Ogden.

From Alazon to Carlin, except for engines using main track within Elko yard limits.

RULE 286. When distant signals governing movements on sidings between Ogden and Moor display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by a preceding train.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as P-A or P-SA:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end west detour, Carlin	P-5341
	Rock slide fence over east portal Tunnel 2	P-5401
	Two rock slide fences, MP 541.08 to MP 541.51	P-5415
	Rock slide fence, east portal Tunnel 3	P-5673
	Spring switch east end crossover, Moor	P-SA
	Spring switch east end eastward siding, Moor	P-A
P-A	Spring switch west end westward siding, Valley Pass	
P-SA	Spring switch west end crossover east end, Valley Pass	
	Spring switch east end eastward siding, Lucin	P-A
P-A	Dragging equipment detector, Lakeside	
P-A P-A	Dragging equipment detector, Tresend	
P-7428	Fill slide detector (No. 1 track) MP 743.25	P-A P-A
	Dragging equipment detector (No. 2)	P-7411
P-7430	Dragging equipment detector (No. 2)	P-7421
P-A	Dragging equipment detector, Midlake (No. 2)	
	Dragging equipment detector	P-7495
P-7514	Dragging equipment detector (No. 2)	
P-A P-SA P-7550	Dragging equipment detector, Bridge	P-A P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

East Carlin: Detour extends from east ice house lead on SP to East Carlin on WPRR.

Eastward SP freight trains and other trains when so directed, also engines moving between WPRR and SP yards will use East Carlin and/or West Carlin detours.

West Elko: Detour extends from WPRR yard to West Elko on SP main track.

Junction switch is a spring switch and normal position is for SP main track.

Westward WPRR trains leaving yard via detour must enter approach circuit to indicate that such trains are ready to depart, and must not foul SP main track until letter "M" is displayed.

When Signal 5545 on SP main track displays stop indication, westward trains on SP main track after stopping and obtaining train dispatcher's permission may proceed under the provisions of Rule 509(d), provided it can be seen that there is no train or engine closely approaching west end of detour to enter SP main track.

Elko: East detour extends from SP siding to WPRR freight yard.

Montello: When Signal 6621 displays stop indication, permission must be obtained from train dispatcher before applying Rule 509(d).

When "S" indicator is lighted on Signal 6639 for westward trains, Signals 6639 and 6657 will display approach aspect, covered by Rule 285.

When "S" indicator is lighted on Signal 6602 for eastward trains, Signal 6602 will display approach aspect, covered by Rule 285.

Saline: When Signal 7549 displays stop indication train dispatcher's permission must be obtained before applying Rule 509(d).

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Carlin	East end west detour	Main track
Moor	East end crossover	Main track
Moor	East end eastward siding	Main track
Valley Pass	West end westward siding	Main track
Valley Pass	West end crossover	Main track
Lucin	East end eastward siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Carlin	West end west lead	Main track
*West Elko	West end WP detour	Main track
*Alazon	West switch of crossover between SP and WPRR main tracks	SP main track
*Wells	East end track No. 1	Eastward track
*Moor	West end north track	Westward track
*Montello	East end track No. 1	Eastward track
*Montello	West end track No. 4	Westward track
Lucin	West end westward siding	Westward track
*Little Mountain	West end siding	Westward track
*Little Mountain	East end siding	Eastward track

*Equipped with switch-point indicator.

RULE 605. INTERLOCKING

Alazon: Limits extend from SA signal at MP 713.60 on WPRR main track and home signal on SP main track MP 603.50 to signals at MP 713.90 on WPRR main track and SA signals at MP 603.80 on SP eastward and westward main tracks. Interlocking signals are under the control of signal operator at Wells.

Dual control switches within interlocking limits are under control of signal operator at Wells. When necessary to hand-throw these switches permission must be obtained from signal operator, except when movement is made under the provisions of Rule 663(c) and be governed by Rules 771 and 772. Telephones located at interlocking signals.

West switch of crossover between SP and WPRR main tracks is a spring switch and normal position is for SP main track.

When interlocking signals display stop indication and cannot be cleared by signal operator, movement may only be made as prescribed by Rule 663(b), except if unable to contact signal operator and it can be seen there is no train closely approaching the route to be used, movement may be made as prescribed by Rule 663(c). When moving under the provisions of Rule 663(b) or Rule 663(c), a member of crew must examine switches to see that points are in proper position for movement and on dual control switches that selector is placed in "hand" position until movement has been completed over switch. After movement has been completed dual control switch must be restored to "motor" position and locked.

Letter "A" has been added to eastward home signal at Alazon. Letter "A" applies to WPRR only.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	5543	WPRR connection West Elko	Enter main track and proceed as prescribed by Rule D-251.
T	5743	Elburz	Call train dispatcher from first telephone.
M	7-ft. mast	West end siding Halleck	Enter main track and proceed as prescribed by Rule D-251.
S	5787	Halleck	Enter siding at Halleck and remain in siding until letter "M" is displayed.
M	7-ft. mast	West end siding Deeth	Enter main track and proceed as prescribed by Rule D-251.
S	5915	Deeth	Enter siding at Deeth and remain in siding until letter "M" is displayed.
S	6052	Wells	Enter No. 1 track and remain in No. 1 track until letter "M" is displayed.
H	6052	Wells	Receive helper engine at Wells.
M	6080	East end No. 1 track Wells	Enter main track and proceed as prescribed by Rule D-251.
S	6095	Wells	Enter westward siding and remain in siding until letter "M" is displayed.
M	7-ft. mast	West end westward siding Wells	Enter main track and proceed as prescribed by Rule D-251
S	6187	Moor	Enter track north of main track at Moor and remain until letter "M" is displayed.
M	6161	West end of track north of main track, Moor	Enter main track and proceed as prescribed by Rule D-251.
S	6602	Montello	Enter track No. 1 and remain until letter "M" is displayed.
M	6628	East end track No. 1 Montello	Enter main track and proceed as prescribed by Rule D-251.
S	6639	Montello	Enter track No. 4 and remain until letter "M" is displayed.
M	6623	West end track No. 4 Montello	Enter main track and proceed as prescribed by Rule D-251.
H	6780	Lucin	Eastward trains must stop short of absolute signal approaching east end of westward siding Lucin and member of crew open hot bearing detector box installed on signal case opposite absolute signal. Numerals displayed by indicator located inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate number of axles between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected. After inspection has been completed Train Dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.
W	6758	Lucin	*Eastward trains must stop and not proceed until indicator is extinguished. Telephone is located on line pole to north of track.
S	7652	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7676	East end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.
S	7695	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7667	West end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.

*When eastward train finds Signal 6758 displaying STOP indication and "W" letter type indicator not illuminated, member of train crew must contact train dispatcher, before proceeding.

Display of letter "M" at West Elko, Halleck, Deeth, Wells, or Little Mountain, does not relieve conductors or engineers of compliance with Rule 513.

When letter "M" is displayed on Signal 6628 or Signal 6623 at Montello and signal displays stop indication, train may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

Track No. 1 at Montello is for use by eastward trains only and when necessary for westward trains to use track No. 1 permission must first be obtained from the train dispatcher.

When necessary to use siding at Little Mountain and letter "S" is not displayed, permission must first be obtained from train dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from end of double track at Moor to end of double track at Valley Pass and from west end eastward siding at Lucin to end of double track at Bridge.

When Signal 6206 between Moor and Holborn displays flashing yellow, trains may proceed prepared to pass next signal at not exceeding medium speed. After passing signal displaying flashing yellow, and next signal displays green aspect, trains may proceed at maximum speed.

Bottom unit of eastward three unit absolute signal located at end of double track Moor, MP 616.20 and bottom unit of westward three unit absolute signal located at end of double track Valley Pass, MP 641.60, govern movement on siding and will display lunar aspect only. When lunar aspect is displayed in this unit, train may proceed into siding at restricted speed without stopping, expecting to find siding occupied by a preceding train.

At Lucin trains moving against current of traffic finding absolute signal at west end westward siding displaying stop indication must obtain train dispatcher's permission to enter block and must ascertain that spring switch is properly lined.

Reverse movement after trailing through spring switch east end eastward siding Lucin must not be made until train dispatcher's permission obtained and it is known that switch points have moved to proper position.

On double track between Lakeside and Tresend, train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks.

Automatic and absolute signals between Tresend and Saline (No. 2 track) equipped with triangular plate bearing the letter "P" are connected with dragging equipment detectors, and when stopped by these signals train dispatcher must be notified. After examination of train for dragging equipment by trainmen, signal may then be cleared by operating push button in box on relay shelter marked to correspond with direction of movement.

Absolute signal located south of No. 2 Track, MP 752.4, governs eastward trains only.

Absolute signal located north of No. 2 Track (off trestle), MP 752.4, governs eastward trains on No. 2 track only.

Two unit absolute dwarf signal installed north of No. 2 Track, MP 752.5, governs westward trains. Top unit governs movement of westward trains to fill on No. 2 track. Bottom unit governs movement of westward trains to trestle on No. 2 track.

Push buttons for clearing absolute signals actuated by dragging equipment detectors located on CTC house south of switch from eastward main Track to No. 2 Track at MP 752.50.

GENERAL REGULATIONS

RULE 812. Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Carlin and Alazon.

RULE 827. When retaining valves are used Valley Pass to Montello, stop for heat radiation and inspection need not be made when dynamic brakes on three or more power plants are operative if in judgment of engineer and conductor there is no indication of wheels over-heating. With dynamic brakes operative on less than three power plants 10 minute stop and inspection will be made at MP 654.00.

Rolling inspection of freight trains except Adv. FMS, FMS, and WCM, will be made, taking advantage of air currents before going on trestle at Bridge and Tresend. Cars with hot bearings will not be set out on Salt Lake trestle unless unsafe to move. Members of crew making temporary repairs to hot bearings will be held personally responsible for control of burning waste to preclude possibility of starting fire on trestle.

When necessary to set out a car with hot bearing on Salt Lake trestle account unsafe to move, member of crew will remain with car until relieved by another employe.

RULE 872. Enginemen taking charge of engines at Carlin, will consider engines as having been amply supplied with fuel, water, and sand.

AIR BRAKE RULES

RULE 17. Retaining valves will be used on freight and mixed trains on descending grades Moor to Wells and Valley Pass to Montello as follows:

Four dynamic brakes in operation with over 7000 tons, 40 retaining valves on head end of train.

Three dynamic brakes in operation with over 5500 tons but not more than 6700 tons, 20 retaining valves on head end of train; and with over 6700 tons, 70 retaining valves on head end of train.

Two dynamic brakes in operation with over 3000 tons, one retaining valve for each 75 tons in train;

With less than two dynamic brakes in operation, one retaining valve for each 75 tons in train.

All retaining valves will be used on passenger trains on descending grades Moor to Wells and Valley Pass to Montello as follows:

Trains of 3000 tons or less, when less than two air compressors are operative.

Trains of more than 3000 tons, freight train rules will apply.

If at any time in engineer's judgment retaining valves are required on any train, stop will be made and retaining valves turned up in accordance with his directions.

FREIGHT TRAINS

RULE 25. Will apply to eastward trains at Valley Pass and to westward trains except Adv. FMS, FMS, and WCM at Moor when retaining valves are being used, except when cars are to be set out or picked up at Cobre eastward trains may pass Valley Pass without stopping for air brake test provided test is made at Cobre.

In addition, this air brake test must be made by eastward trains at Moor and by westward trains at Valley Pass, except when helper engine is coupled ahead of road engine and continuity of the brake pipe is not changed between road engine and caboose. To avoid additional stops at stations indicated above, trains may make inspection, air brake test and turn up retaining valves when stops are made at the following stations:

Westward—Holborn or Moor.
Eastward—Moor, Holborn, Pequop or Valley Pass.

MISCELLANEOUS

Helper Service:

Helper engines moving to rear of trains at Wells will go through track No. 2 if unoccupied. If track No. 2 occupied will use track No. 1 or eastward track.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Lucin—Beyond engine restriction signs on South Spur.
"	Elko—Vogeler Whse. spur over track scale.
*All engines	Lakeside—East Quarry tail track through loading ramp.

*Only air dump cars permitted to operate under loading ramp.

Load limit (car and contents):

Carlin-Ogden........................251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

Flashing light temperature indicators installed at Signals 6186 and 6381. When flashing on the approach of a train, these will indicate that the temperature is below 32 degrees.

Trains using Little Valley spur must watch for ballast cars spotted on spur approximately 7,000 feet from main line switch to spur. Loader at same location creates impaired side clearance on east side of spur.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Carlin	55 (Water)
Moleen	127
Elko	79 (Water)
Osino	18 (Water)
Halleck	54 (Water)
Deeth	40 (Water)
Wells	27 (Water)
Tecoma	74
Lucin	17 (Water)
Groome (sheep only)	7
Hogup (sheep only)	8
Lakeside	16
Promontory Point	6

29. SP and WPRR eastward trains will use WPRR track from Carlin to Alazon being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Alazon to Carlin being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Alazon to Carlin is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

30.
LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
538.23	Vivian....Humboldt River bridge No. 17	Overhead & side
538.92	Vivian....Humboldt River bridge No. 18	Overhead & side
539.47	Vivian....Humboldt River bridge No. 19	Overhead & side
539.54	Vivian....Tunnel No. 2	Overhead & side
539.94	Vivian....Humboldt River bridge No. 20	Overhead & side
540.89	Vivian....Humboldt River bridge No. 21	Overhead & side
541.16	Vivian....Humboldt River bridge No. 22	Overhead & side
541.64	Vivian....Humboldt River bridge No. 23	Overhead & side
542.45	Vivian....Humboldt River bridge No. 24	Overhead & side
566.55	Ryndon ..Tunnel No. 3	Overhead & side
567.19	Ryndon ..Humboldt River bridge No. 25	Overhead & side
568.28	Ryndon ..Humboldt River bridge No. 26	Overhead & side
568.68	Ryndon ..Tunnel No. 4	Overhead & side
569.85	Ryndon ..Humboldt River bridge No. 27	Overhead & side
570.36	Ryndon ..Humboldt River bridge No. 28	Overhead & side
570.57	Ryndon ..Tunnel No. 5	Overhead & side
778.51	Weber River Bridge No. 2	Side
	Salt Lake Trestle (between Bridge and Tresend)	Side
755.20	Saline....*Spur serving ballast loading operation	Overhead & Side

*Empty cars up to 15 must be spotted west of loader, any over 15 may be placed east of loader for later spotting. Capacity of spur is 43 cars.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY (MP MP)	PASSENGER TRAINS (Column 1)	FREIGHT AND MIXED (Column 2)	LIGHT ENGINES (Column 3)
EASTWARD, ALAZON TO OGDEN:			
WP 713.57 to 603.75 (through turnout)	25	25	25
603.75 to 607.10	79	60	70
607.10 to 608.63	50	35	50
608.63 to 616.23	40	35	40
616.23 to 616.25 (through crossover)	25	25	25
616.25 to 635.77	60	50	60
635.77 to 640.79	79	60	70
640.79 to 645.02	70	35	70
645.02 to 653.04	55	35	55
653.04 to 658.04	60	35	60
658.04 to 662.95	70	50	70
662.95 to 670.00	79	60	70
670.00 to 674.00	79	35	70
674.00 to 679.54	79	60	70
679.54 to 679.56 (through turnout)	35	35	35
679.56 to 752.05	79	60	70
Lakeside and Tresend, through crossovers ends of double track	35	35	35
752.05 to 752.12 (through turnout)	50	50	50
752.12 to 756.88	79	60	70
756.88 to 757.68	65	55	65
757.68 to 778.51	79	60	70
778.51 to 780.21 (OUR&D Limits)	79	55	70

TERRITORY (MP MP)	PASSENGER TRAINS (Column 1)	FREIGHT AND MIXED (Column 2)	LIGHT ENGINES (Column 3)
WESTWARD, OGDEN TO CARLIN:			
780.21 to 757.68	79	60	70
757.68 to 756.88	65	55	65
*756.88 to 752.12	79	60	70
*752.12 to 752.05 (through turnout)	50	50	50
*752.05 to 673.70	79	60	70
*Tresend and Lakeside, through crossovers ends of double track	35	35	35
673.70 to 672.12	65	60	65
672.12 to 658.04	79	60	70
658.04 to 655.83	60	45	60
655.83 to 652.50	50	45	50
652.50 to 649.67	45	40	45
649.67 to 646.56	50	40	50
646.56 to 645.02	40	35	40
645.02 to 641.62	70	60	70
641.62 to 641.59 (through crossover)	25	25	25
641.59 to 635.77	79	60	70
635.77 to 616.84	60	50	60
616.84 to 607.10	50	35	50
607.10 to 568.69	79	60	70
568.69 to 567.18	65	55	65
567.18 to 556.60	79	60	70
556.60 to 555.95	30	30	30
555.95 to 542.47	79	60	70
542.47 to 541.39	60	50	60
541.39 to 535.95	79	55	70
535.95 to 534.81	40	25	40
534.81 to 534.79 (10th Street)	25	25	25
534.79 to 534.50	40	25	40

Speed sign governing restrictive speed of westward trains over 10th Street crossing is placed 1.02 miles in advance of restriction at MP 535.83 to clear yard tracks.

*No. 2 Track (Great Salt Lake Trestle).

Eastward	1	2	3	Westward	1	2	3
*Through east crossover Tresend	20	20	20	*753.67 to 753.62 (through crossover)	25	25	25
*739.70 to 752.50	30	20	30	753.62 to 752.50	79	60	70
*★★752.50 to 756.88	79	60	70	*★★752.50 to 739.70	30	20	30
				*Through east crossover Tresend	20	20	20

★★All trains must not exceed speed of 20 MPH through turnout from eastward main track at MP 752.50.
Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

⊙SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On controlled sidings, except:	25
On siding Midlake (No. 2 track)	20

Identified freight trains, when consist contains no restricted cars, are authorized to operate at speeds shown in Column 1 of SPECIAL INSTRUCTIONS, except maximum speed must not exceed 60 MPH, providing consist does not exceed 70 cars or 3000 tons, and tonnage does not exceed 60 tons per operative brake. When operating at such speeds, standard brake pipe pressure of 90 pounds must be maintained, except between MP 752.17 and MP 739.7 on No. 2 track all freight trains must not exceed 20 MPH.

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Moor to Holborn / Pequop to Montello / Pequop to Carlin	Deeth to Wells / Valley Pass to Pequop	Wells to Moor / Montello to Valley Pass	Carlin to Deeth / Holborn to Pequop	Montello to Ogden	Ogden to Lucin	Lucin to Montello
DP-4, 7, 12	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917, 6046 to 6054	4700	3250	1000	3425	4700	3250	2300
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	....	....	....	....	....	....	....
	6019 to 6033, 5918 to 5924	....	....	....	....	....	....	....
	6034 to 6045	4775	3300	1025	3425	4775	3300	2350
DF-1 to 12	6138 to 6461, 8022 to 8303, except	5150	3625	1450	3775	5150	3625	2625
	with 61:16 gear ratio	....	....	....	....	....	....	....
	with 60:17 gear ratio	....	....	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	5000	1550	5000	5000	5000	3600
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	10000	6300	1925	6600	10000	7050	5050
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	10000	7050	2275	7350	....	....	....
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....
DF-502	4816 to 4818	....	....	....	....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719	8200	5600	1900	6000	8200	5600	4075
DF-608 to 610	5720 to 5729	6650	4675	1525	4850	6650	4675	3375
DS-1 to 8	1000 to 1032	....	....	....	....	....	....	....
DS-9 to 12	1033 to 1090	①4000	1375	1525	4850	2250	1375	1625
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	....	....	....	....	....	....	....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	②4000	2075	735	2475	3400	2075	2475
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	4000	3100	950	3225	4000	3100	3225
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....
SD-24	5800 Series (EMD 2400-HP)	7525	5225	1775	5525	7525	5225	3775

①Rating Pequop to Carlin 2250. ②Rating Pequop to Carlin 3400.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES, EXCEPT WPRR ENGINES BETWEEN ALAZON AND WESO, WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.